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The China Mail.
HONGKONG, THURSDAY, OCTOBER 25, 1894.
TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL,"]
(Via Southern Line).
LONDON, 24th October, 1894.
MORE FIGHTING.
Reports from various sources state that a battle was fought at Wi-jin on Monday.

It is also reported that fighting took place on Tuesday (23rd inst.), near Port Arthur, between the Chinese and the Japanese.

Army Corps that recently left Hiroshima.
No details have been received.
The report of parleyings at Seoul
denied.

LOCAL AND GENERAL

OUTWARD BOUND :—Islam, Maple Branch
Aggi, Sept. 28; Beniadi, Bombay
Frigger, Boynton, Oct. 2; Glenardine
Cam, Casapedia, 9; Canton, 12
Agamemnon, Chiquito, Kirkland, Irene
16; Radnorshire, Adelaide, 19; Onus
J. Jensen, Oct. 23.

HOMEWARD BOUND :—Dupino, Aden, Oct.
9; Carnarvonshire, Yarra, Alder
Twicer, 16; Glenorchy, Lertha, Ma
duff, Japan, Gera, 19.

The P. M. s. *City of Rio de Janeiro*, with the AMERICAN MAIL, of Oct. 22, left Yokohama for this port on Tuesday, Oct. 23, at daylight, via Nagasaki and may be expected here on or about Tuesday, Oct. 30.

The M. M. Co.'s steamer *Caledonian*, with the FRENCH MAIL of Sept. 28, left Singapore on Wednesday, 24th Oct.

The N. F. s. s. *Victoria* left Yokohama for Hongkong, via Kobe, on Oct. 20.
The *Empress of India* left Vancouver for this port on Oct. 15.
The O. & O. s. *Glenla* left San Francisco on Oct. 18.

The N. G. I. s.s. *Bormida* left Singapore for this port on Oct. 20; and may be expected here on or about Oct. 27.

The s.s. *Orono* left Singapore on Oct. 2 and may be expected here on or about Oct. 30.

The P. & O. s.s. *Bombay* left London for this port on October 16 for this port, via Yokohama and Nagasaki.

THE N. P. COMPANY'S S.S. *Tatoma*, from Hongkong, Shanghai and Japan ports arrived at Tacoma on the 23-d inst.

• LORD Randolph Churohill, who left for Singapore by the *Malacca* this afternoon, visited Kuhn and Co.'s store during his stay in Hongkong and purchased a large stock of furs, valued at more than \$1000. Lord Randolph also made a trip to Canton.

A COOLIE, who had managed to steal various articles of wearing apparel from the store of the recent fire at 127 Queen's Road West, this morning, sentenced to six months imprisonment by Captain Hastings at the Magistrate's Court.

never met, the crew of a Chinese junk said to be engaged in the salt revenue service, were arrested in Macao harbour the other day for having boarded a fishing-junk anchored in Macao harbour and towed it away. At the request of the captain of the junk the water police interfered and effected the arrest.

Inspector Hanson, of the Yaumati Police Station, has been working for some time on a drugging case, which threatened at one time to baffle all his efforts. His investigations were hampered considerably by the duplicity of some of his own men, one of whom—a lukong—was brought before the

tain Hastings at the Magistracy this morning charged with neglect of duty. The accused pleaded guilty. Captain Hastings in imposing a fine of \$50, said the line between neglect of duty and complicity in the crime was so very fine that he felt compelled to impose a heavy penalty. The Lukong, we understand, will be dismissed.

It will soon be unsafe to enter a newspaper office in Shanghai. As we reported a few days ago, the editor of the *N.-O. Daily News* was made the recipient of two exploded shells alleged to have been fired from Japanese armiers and picked up

board a Chinese cruiser which took part in the recent fight near the Yaloo. Unexploded shells are dangerous things to be around loose. But the *Mercury* goes a better. Their dangerous weapon is not a shell, but a pumpkin. Pimple, simply. The pumpkin, we are assured editorially,

which was conveyed into the ocean by a tugboat. The weight of the bomb was 70 pounds in circumference and weighs 130 pounds. It was originally presented to the master of the Anglo-Chinese College by one of his pupils, whose home is near Soochow. Do any of the masters of Queen's College receive presents of fireworks of this description? The *Daily News* is

prouder of its shells than the Mercury of
pumpkin. The public of Shanghai are
vited to 'walk up'—'in office hours'—a
inspect the curica,

The masters of two cargo boats were fined \$25 each at the Magistrate's court this morning for transshipping kerosene in a prohibited place off Tientsin.

On the 24th, Messrs. Chater and Vernon thus speak of the Hongkong Share Market:—The market has continued to rule quiet, and rates have shown a downward tendency. With the exception of China Sugars and Steamboats, we have nothing of importance to report.

Banks.—Very small sales of Hongkong and Shanghai at 90 and 90½ per cent. in the market.

Marine Insurance.—China Traders have found buyers at \$61 and \$61½, closing steady at latter rate. Cautious and Chinese are weaker with more sales, no buyers at quotations. Straits and other Marine remain neglected.

Fire Insurance.—Hongkong continues neglected and we have no sales to report. China has changed hands at \$76 and \$76½ in small lots. Straits are neglected.

Shipping.—Douglas has changed hands during the week at \$46, \$46½, and a sale was reported at \$47, Hongkong, Canton, and Saigon have found buyers at \$25, \$25½, and \$26, the North in fairly large quantities at \$25; there are a few shares offering locally at \$24. A time of writing, China-Manila are firm, on rumors of remarkable net earnings up to date. Indo-China have ruled somewhat weak at \$40, with sales at that.

Rubber.—After months of neglect China Sugars have been sold at the reduced rate of \$100 in one or two fairly large lots. About 300 shares changed hands at this rate. More shares are obtainable at probably a point lower. The weakness is attributable to a falling off of sales in the Japan market owing to the war. Luzon continues neglected and out of favor.

Mining.—Panama have further declined with sales at \$4.25 and \$4.30. Bauxite are neglected. Jelutabas have changed hands in fairly large quantities at \$4½ and \$4.60, and \$4.25 ex div. Charbonnages have found buyers at \$45, but more shares are on offer at that rate without finding buyers.

Miscellaneous.—A few lands have been negotiated at \$504 and Watsons at \$10, \$10½, and \$10½, closing firm with buyers at \$10½.

A very plucky thing was done by one of the junior assistants on the Drury Lane stage on Saturday evening (15th Sept.), during the opening scene of the new play *The Derby Winner*. Coffee has to be served in an early dining scene, and the coffee can never apparently be realistically served on the stage without a spirit lamp on the table. By some accident the spirit lamp was upset, and there was a blaze, and a blaze at a theatre constructed like old Drury Lane is not a cheerful contingency. The actors very wisely went on with their parts as if nothing had occurred. But the stage assistant who walked across in front of the actors, taking off his coat, and with that garment he succeeded in stifling the flames. Sir Augustus Harris was round from his box on the balcony, and, when he had seen that all was safe he went over to the prompt side and not only presented his assistant with the wherewithal to buy a new coat, but doubled his salary on the spot. Ad I take it that for the future he will give up having real spirit lamps on the stage.

Captain Fleber, of the *Crecent*, seemed to have a suspicion a few hours before he was ordered from Colombo to Hongkong that such a course was possible. The following is an extract from a press interview with that officer at Colombo: "I feel that I did not think it was proper to comply with any suggestion that I should be transferred to the *Crecent* as a mere transport. I answered: 'Perhaps so; but yet it is very useful. Here we are at Colombo with trouble in the Far East. They could easily order us away to help the China squadron, and we would be doing our duty. I am not one of the best ships I was ever on. She travels very rapidly; she is well-armed, and is well-manned. So it is a good thing that some of our best ships are occasionally used in this work. I should not be surprised if during our voyage we were ordered to go to China and I only wish they would have us. We travelled here at 14 knots with only 4 boilers going, and the vessel can easily do 18, while 21 is her rate when pushed—so we could make Hongkong very quickly. We may add to the above that there is an idea on the *Crecent* that she will be ordered to leave here on Wednesday next as she may be ordered off to the China station. There is an old saying about the wish being father to the thought; but at all events the *Crecent* possesses the wish."

Mr. Geo. W. Noel in his Shanghai Trade Report says:—The same old, same old, same old business regarding the War at sea picked last week, there being no definite news of any change in the situation, but any number of worthless rumors. There is no doubt that the Japanese are preparing for a grand coup, and, according to a private letter from Hongkong, we may expect to hear something startling at any moment now. All chances of intervention on the part of the Great Powers appear at an end, so there is no telling how long this serious obstruction to trade may last. As orders from the British Government have been accompanied by hard Suez, in place of the easy credit system which was formerly in vogue, it is not difficult to account for the small business doing at present. In spite of the floods in the vicinity of Tientsin, occasioned by the bursting of the banks of the Peiho, stock of goods are at such a low ebb there that supplies from this are urgently needed, but the natives are able, to a great extent, to fill all orders, the only advantage to importers being the clearance of goods that were blocking up their Godowns. American Shetlands and Drills have enjoyed most attention, and of the former, one or two small parcels have been taken from first hands. In English rakes business in the aggregate, perhaps, has not been so insignificant as it looks from the sales reported, but as they are confined to small quantities most sellers do not care to make it public. Tonnage for the North is by no means plentiful just now, the local steamers being largely engaged for carrying rice, which is causing some inconvenience. Traffic on the River is not very good, but in great extent, but trade there does not seem to be very brisk. It is quite useless to try and force sales for the dealers will not buy at any price without definite orders, which, for all of the regular Chinese chop, are generally on hand, and their prices have not suffered very much this week, but they are unobtainable for most makes of cottons. For the new season very few orders are being booked, what there are being for special makes and chaps, for which a demand is pretty well assured. As yet this assistance from trying on the part of operators for China is not having any very marked effect on the Manchester market, which, still, steady being still the position there, although cotton, according to public telegrams, is again lower, the latest quotation being 6½.

THE SANITARY BOARD.

The Sanitary Board met this afternoon. Mr. F. H. May (Captain Superintendent of Police) presiding. There were also present: Dr. P. E. O. Ayres (Colonial Surgeon), Hon. F. A. Cooper (Director of Public Works), Mr. J. J. Francis, Q.C., Dr. Hartigan, Mr. R. K. Leigh, and Mr. E. A. Ram, Acting Secretary.

MORTALITY STATISTICS.
The mortality statistics for the week ended 20th inst. showed a death-rate of 19.3 per 1000 per annum as compared with 21.6 in the corresponding week last year, and 27.3 in the preceding week.

RIVAL DISINFECTANTS.
A letter was submitted from Messrs F. O. Calvert and Co., Bradford, suggesting the use of their Carbolic Crescents as disinfectants. The price quoted was 1/3d. per gallon, net, to include packages if orders be forwarded through the Crown Agents.

Mr. W. E. Crow, Government Analyst, reported that Crescents were similar to the Fluid and might be used for all the purposes for which the Fluid had been hitherto used. A considerable saving would result to be effected. Joy's Fluid cost £2.10 per gallon.

Minutes.
Dr. Hartigan—Joy's Fluid has been proved to be the best of its class of disinfectants; why should we change?
Mr. J. J. Francis, Q.C.—Mr. Crow only says "it might be used." So it might. I should like proper certificates from English chemists and further reports. Mr. Crow, when he gives his opinion, should state his grounds; but that opinion, and the nature of the investigation on which he based it. He does not even state he has analysed or tested the sample.

Mr. R. K. Leigh—Calvert's price of 1/3d. appears to be a fair one to the Crown Agents, but it is not to be taken as a precedent. It is no freight, insurance, agents' fees, &c., &c., must be added. What is the price delivered from Godwin in Hongkong?
A letter was read from Messrs W. G. Humphreys, local agents for Joy's, making suggestions which raised the possibility of future supplies of Joy's at lower prices than at present. They asked that their proposals should be considered before the Board came to a decision.

It was stated that the Board, in ordinary circumstances, used about 600 gallons of Fluid a year.
Dr. Hartigan, who thought it only meant more exposure to deal through the Crown Agents in matters of this sort, spoke strongly in favor of Joy's Fluid as a disinfectant. The fluid was absolutely harmless, while carbolic preparations were not.

On the motion of Mr. Francis, seconded by Dr. Hartigan, the Board decided to reply to the Acting Colonial Secretary that they had not sufficient information to arrive at any preference in the selection of a disinfectant. They suggested that further information should be obtained and placed before the Board.

DRAINAGE BY-LAWS.
On the 1st October the Acting Secretary addressed the following letter to Mr. Crook, Sanitary Surveyor:—

"In reply to your letter of 24th ultimo, enclosing a letter which you had received from Messrs. Danby, Leigh and Orange regarding the subject of the working of the drainage by-laws, I have the honor to inform you that your letter has been submitted to the Board and referred by its direction to Messrs. Danby, Leigh and Orange for any observations they might have to make upon the subject. Further communications having been received from them, as also from Messrs. Palmer and Turner, in this connection, I am now directed to refer the whole correspondence back to yourself with a request that you should cause such remarks upon the matter as may suggest themselves to your consideration."

Mr. Crook wrote:—In reply to Messrs. Danby, Leigh and Orange I wish to offer the following remarks:—
(1) There are very few instances where old drains pipes are sufficiently good to remain; they have, however, stood a test which as a rule floors have not stood, viz., by being in use as rainwater pipes whether the house is occupied or not and any defect would be seen on inspection.
(2) The Building Ordinances and the work of the E. W. D. have nothing to do with the case, which may very well be settled on its own merits without introducing another Ordinance or department. I am of opinion that the information now given is quite as full as is necessary. It is always possible to add to the doubtful points.
(3) I have on several occasions called Mr. Leigh's attention to the By-law providing that there is an idea on the *Crecent* that she will be ordered to leave here on Wednesday next as she may be ordered off to the China station. There is an old saying about the wish being father to the thought; but at all events the *Crecent* possesses the wish."

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Dr. Hartigan, who was also of opinion that fiction should be avoided, seconded the motion.
Mr. Cooper thought if notices were made a little fuller in the first instance it would not be necessary for a public officer to give his assistance to architects in carrying out details. He moved that the notices be altered.
Mr. Leigh said it was on behalf of the clients that the architects applied to have a definite understanding as to what work they were to carry out to satisfy the Sanitary Surveyor—to avoid extras when the work was practically nearing completion.

After further discussion, Mr. Francis' proposals were slightly amended in form but left substantially the same in spirit. They were then passed.

MEZZANINE FLOORS.
The Acting Secretary asked the Acting Colonial Secretary to furnish the Board with detailed information as to how certain illegal mezzanine floors were to be dealt with by the Public Works Department.

The Acting Colonial Secretary wrote that the agents for the property, Messrs. Siemens and Co., had been called upon to remove the mezzanine floors.
There was a mass of correspondence on the subject.
Mr. J. J. Francis, Q.C., appended the following minute:—The Permanent Committee are at it by before the Board a very full report on this subject showing what has been done and how. All illegal mezzanine floors throughout the city have been got rid of by the efforts of Mr. May and the police.

DEJECTIVE DRAINS.
Mr. J. R. Crook, Sanitary Surveyor, condemned the drains of 1-5, Tan Wo Lane, which were leaking and causing a nuisance at 35 Lyndhurst Terrace.
Dr. Hartigan. Re drains. Cases of plague occurred in these Lyndhurst Terrace houses.
Owner called upon to redrain.

COLONIAL VETERINARY SURGEON'S REPORT.
Mr. G. V. Laidie submitted his quarterly report, from which we make the following extracts:—
"During the quarter no serious cases of disease amongst cattle were brought to my notice."
On July 25, I reported that the whole of the herd at the Dairy Farm, Pokfulam, had been inoculated, and that no fresh cases of pleuro-pneumonia had occurred since the month of May.

"During the first part of the plague outbreak the importation of animals for slaughter, being practically suspended, and the number of cattle in the city was reduced, but after a month or so the supply again became regular and quite equal to the demand."

"In the recent gales the temporary Central Market suffered a considerable amount of damage, being partially covered and otherwise injured; but the structure was at once taken in hand by the Public Works Department and such repairs effected as to make it serviceable until the completion of the Permanent building which will be ready for occupation daily."

The Board adjourned till this day fortnight.

A TRIP TO JAPAN.
(Dedicated to the N. E. monsoon.)
S. S. —, goodness knows where,
October, 1884.

We are out on the deep when the steward is in demand, and this 'allied' Pacific is the roughest, coolest, up-and-down farthing. The steamer is a beast. Every ten seconds the stern comes out of the water and the sea races like all possessed, and bumps the cabin 'automatic'—as you would say. Then it flops down again, right end up only more so, with a sudden jerk that takes your chair from under you, and leaves you groping about the roof, trying to sit on it with your head. Then the steward looks in expectantly, and says: 'Beg your pardon, sir, thought you called.'

If they had built this 'so-called' steamer the other way first, and put the screw at the masthead, there would be less of this infernal in-and-out dodging. Or else build a tank round the propeller, so as to keep it submerged. We are only going at 8 or 9 knots a year instead of 12, as per contract, so we don't expect to get to Nagasaki until Thursday afternoon. That is to say, six days. Christmas is coming!

There is only one chess-player on board—chief steward—and I have tumbled him till he 'fled the scene,' and goes on fledging every time I darken the horizon.

We have one passenger on board a 'lady' hundreds of American breed. She is from 200 to 100 years old; red hair, red face, red nose (shaped like shorthand for 'fudge'), small, blue, bony eyes, commodious mouth; voice, orthodox American female; figure not unlike 'pook o' lattie' bled up. She is distinctly lively, and keeps us all out of the dumps.

This voyage is compelling me. I am not sea-sick a bit; but the monsoon is well on in force, and the ship rolls and pitches awfully. I can't sleep. It is impossible when you are all night long struggling for dear life, trying not to stand on your head too suddenly. Gymnastics is all right in a gymnasium, but beds is made to sleep in, not to break your neck out of. (Always remember what my schoolmaster told me—'A preposition is the wrong part of speech to finish a sentence with.') Still, the captain says he is pleased to see I am away as much grub as six ordinary men.

American lady alighted. Had to break off to talk a bit; she says she is always wonderfully lucky—carries good fortune with her.

So I says 'That is what we want in this part of the world.'

So she says 'Well, shall I come with you and be your mascot?'

So I says 'No, I like my mascots under 80.'

So she digs me under the ribs. I am now exceedingly reserved.

spilling a good quotation. Shows one's learning to be able to quote quotations. Will send you a slab of solids as an antidote to the above 'slush' as soon as I can get on the rails again.

THE WAR CORRESPONDENT.

In 'Literary Success: A Guide to Practical Journalism,' Mr. A. Arthur Reade, the well-known writer on journalistic subjects, gives the following interesting particulars. Since 'Literary Success' was published, Mr. Cameron, of the Standard, and two confidants were killed in one of the barabaras on the march from Korti to Khartoum to relieve Chinese Gordon:—

Journalistic enterprise has produced several curious developments during the last few years. Foremost among them must be placed the War Correspondent. Not until the year 1898-1899 had battles been described in the newspapers specially by men despatched for that purpose. From the time of the Danish war, described by Mr. William Howard Russell, who is regarded as the pioneer of war correspondents, the Times had the field almost entirely to itself. In 1870, when Mr. Archibald Forbes came to the front, and assisted very materially to make the terms of the Daily News, while at the same time he earned for himself the title of the 'prince of newspaper correspondents,' the long interview with His Excellency the Prince Minister. He has since left for Diego Suarez and France. This is by no means the first time that there have been statements current that the Madagascar Question may be adjudged by France limiting her territory in Madagascar to such unobjectionable features as concerned the defending the latter against foreign invasion or acts of war in exchange for cession of colonial privileges of all importance to British supremacy and interests in and adjacent to the Indian Ocean.

Should the Madagascar Government consent to such an arrangement, the British Government would have no power to claim a right to protest to France. For the French Government have, very unfairly it is true, never recognized the delimitations of Diego Suarez which were fixed by the Franco-Madagascar Boundary Commission of 1890.

Now the delimitation of the zone of influence that France is entitled to on the Nile and South of Lake Tana are still in dispute with England, and are being discussed, in a general discussion over Anglo-French disputes in Africa. This being so, it is well to point out that agreement as to the delimitation of the Nile Lake Tana and the French influence is part and parcel of the Anglo-French Madagascar Convention of 5th August 1890. Therefore, the Madagascar Declaration, which threatens to end as menacingly to British interests in the East, should be included in the general discussion over Africa. Especially, as France has not, Sir Charles Dike has said, any basis for her pretensions, either in fact or treaty-law, over Madagascar. The Anglo-French Madagascar Convention is an unwarrantable over-riding of the rights of independent nations, the Malagasy. And the need for its revision is moreover, made manifest by the South African, Indian and Australian newspapers being, from the standpoint of trade routes and coast movements, emphatic in their protest against England acquiescing in any of the stipulations of the Convention of Madagascar coming into French possession or under French control.

THE DARK CLOUD IN THE EASTERN TRADE.
The following is an extract from an article in the *Illustrated London News* written by a Hongkong correspondent prior to the outbreak of hostilities between China and Japan:—
In the Far East at the present moment there are in progress great changes which cannot but exercise very material influence on the industrial and commercial life of Europe, and principally of Great Britain, since that is where the bulk of our foreign trade centres. The continued appreciation of gold in relation to silver is bound to have a prejudicial effect on the trade of Great Britain, for it means that the silver-using consumer has to pay away more of his silver for British products, and therefore he will try to deal elsewhere, and the need for silver will have to be supplied by the same place whence he draws his imports, by way of exchange or barter. During the last three years the prices of European goods in the East have steadily increased, until now they are taken double the amount of dollars or rupees that used to be required in 1890 or to buy anything of origin in a gold-using country. The home people now get twice as much tea, or rice, or silk, or other Eastern produce as they used to get in return for the fabric and manufactured goods of every kind; but no attempt appears to be made in the direction of 'evening-up,' and so the natural result is that the British export trade to the East is as nearly as possible at a standstill, and the utmost efforts are being made on all sides to displace the silver with gold currencies and replace them by setting up local industries. Japan is already going ahead in this direction, almost too rapidly for the limited resources of the country; China is slower to move, being still stubbornly opposed to Western ways. Once local prejudices are overcome, the establishment of mills will become a general in China, as it is growing in Japan, and that will be a sad day for the British workman, hard pressed as he is already by the German. It is a manifest though regrettable fact that Britain is losing less and less the habit of holding her own in the race of competition; it is no question of free trade or of fair trade, for we are now referring to the China market; it is simply that competitive means cutting down profits, and the British workman (becoming more and more powerful by his improved educational and intellectual condition) is able to refuse to have his profits cut, and the enlightenment of the masses is, of course, a matter for congratulation in any country; but the fact remains that the unenlightened workman is the best for industrial competition. The Polish and German Jews are more familiar with eighteen than eight hours' work per day. The proletariat was never more aggressive in civilized countries than at present, and Britain, in spite of the vaunted enlightenment of her masses, or rather, perhaps, by reason of that enlightenment, must suffer. And now there is a prospect of Mongolian labour, the cheapest on earth, coming into the manufacturing market of the world, where, if the Chinese and Japanese once make up their minds to enter, none will be able to compete with them. Yet, instead of making the danger, the British labouring classes ever increase their demands; strikes and labour disputes become more and more frequent. 'During the recent coal strikes,' says a writer, 'no aspect of the question was so serious as the fact that the coal was to be used to deal with.' As the danger that the disaffected industrialists might be of the affected industries to other countries. But it is a fact that this terrible aspect of the question was recognized by all concerned? It is doubtful if the workman now recognized it. The masters were bound, because it was forced upon them. As a matter of fact the affected industries have lost materially by the strikes; and in the Far East many have suffered more from the coal-mining industry itself. From Singapore to Yokohama, along a seaboard of some 4,000 miles, there is a vast supply of the time had previously a supply of the shipping consumption, there is now an almost universal tendency to rely solely upon Japanese and other locally-mined coals. The annual loss to Britain from this source alone must be enormous, as everyone knows who has any acquaintance with the large shipping interests of the Far East.

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Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 31st October, 1894, at Noon, the Company's S.S. *ORIENT*, Commandant SCHULTZ, with MAILED, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.
Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m. Species and Parcels until 3 p.m. on the 30th October, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office).
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 17, 1894. 1697

**NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.**

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
Victoria..... Tuesday, November 6.
Tacoma..... Tuesday, December 11.
Shanghai..... Tuesday, Jan. 1, 1895.
Victoria..... Tuesday, Jan. 22/95.
Tacoma..... Tuesday, Feb. 26/95.

THE Steamship *VICTORIA*, Captain J. PARSON, R.N.R., sailing at Noon, on TUESDAY, the 26th November, will proceed to VICTORIA, B.C., TACOMA and SEASIDE, INLAND SEA, KOREA and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
Consular Licenses of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.
For further information as to Passage or Freight, apply to

DODWELL, CARROLL & Co.,
Agents.
Hongkong, October 19, 1894. 1678

U. S. Mail Line.
**PACIFIC MAIL STEAMSHIP
COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, Nov. 7, at 1 p.m.
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, Nov. 22, at 1 p.m.
China (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... TUESDAY, Dec. 11, at 1 p.m.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOREA, INLAND SEA, and YOKOHAMA, on WEDNESDAY, 7th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.
Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked in address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 1, Pansy Central.

C. L. GORHAM,
Acting Agent.
Hongkong, October 20, 1894. 1693

Mails.

NOTICE.
NORDDEUTSCHER LLOYD.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 12th day of November, 1894, at 3 p.m., the Company's S.S. *PRINZESSIN WILHELMINE*, with MAILED, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 10th November, and will be received on board until Noon, on MONDAY, the 12th November, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 11th November. Contents of Packages are required. No Parcel Receipts will be signed at less than £2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.
Linen can be washed on board.
For further Particulars, apply to
MELOERS & Co.,
Agents.
Hongkong, October 20, 1894. 1690

Intimations.
THE CHINESE MAIL
報日字華
(Wha Tse Yat Po).

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong or Eleven Dollars Forty Cents including postage to Coast ports.
It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.
The projector, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Peking, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.
The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand a Chinese paper, and on the other it is a paper that can be given to it by foreigners. Like English journals it contains Editorials, News and Advertisements.
Subscription orders for the above may be sent to
GEO. MURRAY BAIN,
China Mail Office.

A CURE FOR ASTHMA!!!
GRIMAULT'S
Indian Cigarettes.
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulties in Expectoration, are promptly relieved by these Cigarettes.
GRIMAULT & Co., Paris. Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION.
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Capsules, prevent the inconvenience of producing Nausea.
MATICO INJECTION is used in recent MATICO CAPSULES in Chronic Cases.
GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

Fresh Air and Exercise.
Get all that's possible of both, if in need of strength, fresh and nerve force. There's need, too, of plenty of fat food.

Scott's Emulsion
of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.
Scott's Emulsion is constantly effecting Cures of Consumption, Bronchitis, and kindred diseases where other methods fail.
Sole Agent for China and Hongkong: CHAN A TOOK, at WATKINS & Co., Hongkong.

SALON'S HOME.
ANY Out-of-Clothing, Books, or Papers will be thankfully received at the Salon's Home, West Point.
Address: One of RUSSELL STREET.

For Sale.

FOR SALE.
JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
Do., do., do.
PRICE VERY MODERATE.

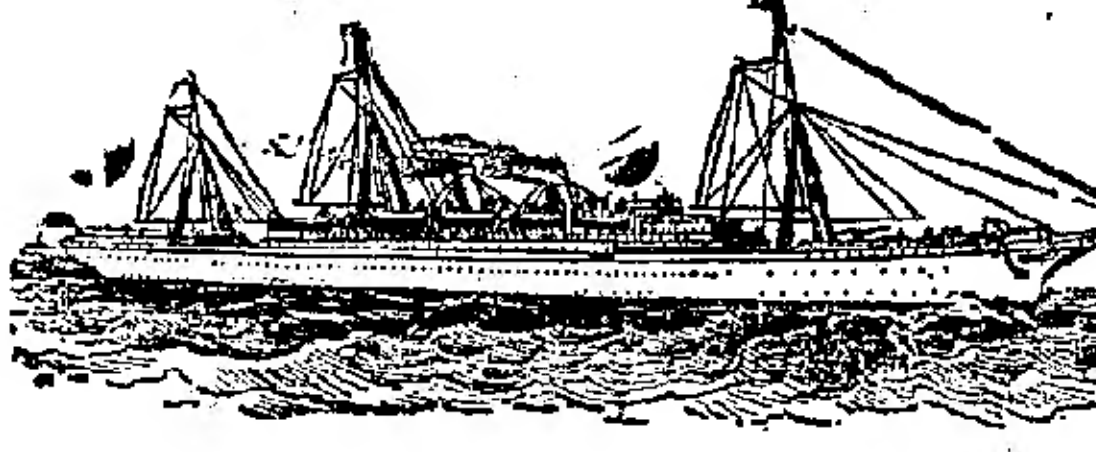
ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894.

RAIL PROGRAMMES
FOR SALE.
IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE,
5, WYNDHAM STREET.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1894.  1894.
SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOREA, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. ARDILL, R.N.R. WEDNESDAY, 31st October.
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th Nov.
EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R. WEDNESDAY, 26th Dec.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS, OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 6 months \$210.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,
FREDERICK STREET.
Hongkong, October 3, 1894.

SHARE LIST.—QUOTATIONS.—OCTOBER 25, 1894.

Stocks.	No. of Shares.	Value.	Pay-up.	Closing Quotations, Cash.
Hongkong and Shanghai Bank Corp.	30,000	125	all	80 1/2, sellers
New Issue.				
Bank of China, Japan and Straits.	10,000	83.33	10 1/2, 11 nom.	
National Bank of China, Limited.	10,000	125	12 1/2, 15	
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	25 1/2	50	\$144, ex div., sales & sellers
China Traders' Insurance Co., Ltd.	24,000	83.33	20	\$61, sellers
North-China Insurance Co., Ltd.	5,000	20 1/2	20	\$17 1/2, buyers
Straits Insurance Co., Ltd.	10,000	10 1/2	20	\$16, sales
Union Insurance Society Co., Ltd.	10,000	23 1/2	20	\$127, sellers
Yangtze Insurance Association, Ltd.	5,000	60	all	\$76, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	100	20	\$75, sales and sellers
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$180, sellers
Straits Fire Insurance Co., Ltd.	20,000	100	20	\$160, sales
BOATS.				
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	78 1/2 prem.
SELMON'S.				
China and Manila S. S. Co., Ltd.	5,000	50	all	\$65, sales
Douglas Steamship Co., Limited.	20,000	50	all	\$46 1/2, sales
U. S. and M. Steamboat Co., Ltd.	20,000	20	all	\$40, sales and sellers
Union S. S. Company, Limited.	50,000	10	all	\$40, sales and sellers
Steam Launch Company, Limited.	2,000	50	30	
China Mutual S. S. Co.	20,000	10 1/2	10	
Do. (new issue).	20,000	10 1/2	1	
REFINERIES.				
China Sugar Company, Limited.	15,000	100	all	\$148
Guzon Sugar Company, Limited.	7,000	10	all	\$48, sellers
WATKINS.				
H.K. & Kw. Wharf & Godown Co.	20,000	50	all	\$27, sellers
Wanchai Warehouse and Storage Company, Limited.	2,000	100	37 1/2	\$40, sellers
LAND AND BUILDINGS.				
Hongkong Land Investment and Agency Company, Limited.	50,000	100	50	\$50, sales
Kowloon Land and Building Company, Limited.	6,000	50	30	\$10, sellers
Hampshire's Estate & Finance Co.	1,000	10	all	\$10, nom.
West Point Building Co., Limited.	12,500	50	40	\$19, sellers
TRADING.				
H.K. High-Low Trading Co., Ltd.	1,200	10	all	\$70
Jadeite Mining & Trading Co., Ltd.	45,000	5	all	\$4, ex div., sales & buyers
Punjab Mining Co., Ltd.	20,000	4	30	\$4 1/2, buyers
Société Française des Charbonnages du Tonkin.	8,000	500	Fr. 500	\$45, sales and sellers
New Balmoral Gold Mining Co., Ltd.	15,000	10	all	\$2, sellers
Ramb. Aust. Gold Mining Co., Ltd.	20,000	1	13/10	\$3.10, sellers
Société Française des Houillères de Touraine.	8,000	500	all	nom.
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,500	100	55	nom.
H. G. Brown & Co., Limited.	6,000	50	all	\$4, sellers
HONGKONG HOTEL COMPANY, LTD.	5,000	50	all	\$8, sales
DISPENSARIES.				
A. S. Watson & Co., Limited.	50,000	10	all	\$10 1/2, sales and buyers
Dakin, Oriskany & Co., Ltd.	50,000	5	all	\$1
REFINERIES.				
H.K. and China Gas Co., Limited.	7,000	10	all	\$12 1/2
Hongkong Electric Co., Limited.	20,000	10 1/2	5	\$4.10, sales and buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000	50	all	\$5, buyers
Hongkong Brick & Cement Co., Ltd.	4,000	15	\$12.50	\$4, sellers
MISCELLANEOUS.				
Campbell, Morris & Co., Limited.	1,200	10	all	\$4, sellers
Geo. Parker & Co., Limited.	6,000	25	50	\$9 1/2
Hongkong Bakery Company, Ltd.	600	50	all	\$28
Hongkong Dairy Farm Co.	3,000	10	all	\$5, sellers.
Prada	5,000	25	all	\$76
Shah	5,000	50	all	\$108
H'kong Rope Manufacturing Co., Ltd.	5,000	50	all	\$108
* Founder's share.				

Amount. Value. Interest. Quotation.
Chinese Imperial 1893 & 1894. 177,200. 250 7 1/2 p. annum. 10 1/2 prem., sales.
Hongkong Bank of China, Ltd. 400,000. 400 5, prem. 800

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing to Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore L, and those in the body of the Harbour or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Office.
5. From P. and O. Office to Pedlar's Wharf.
6. From Pedlar's Wharf to the Naval Yard.
Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Agnes	Brit. str.	280	Oct. 21	Geo. R. Stevens	K'loon Dock	
Ancona	Brit. str.	1888	Oct. 21	P. & O. S. N. Co.	Yokohama	To-morrow
Bayern	Ger. str.	3435	Sept. 20	Matheson & Co.	Shanghai	K'loon Dock
Bergin	Brit. str.	771	Oct. 20	Matheson & Co.	Shanghai	
Canton	Brit. str.	1110	Oct. 22	Jardine, Matheson & Co.	Samarang	29th inst.
Cromarty	Brit. str.	1884	Oct. 19	Jardine, Matheson & Co.	Saigon	To-morrow
Donar	Brit. str.	1015	Oct. 18	Laure, Wegener & Co.	Vancouver	31st inst.
Empress of China	Brit. str.	3003	Oct. 10	Canadian Pacific Railway Co.	Shanghai	Laid up
Fushun	Brit. str.	1504	July 27	O. M. S. N. Co.	Kobe	To-day
Hongay	Brit. str.	758	Oct. 22	R. Mary	Kobe	27th inst.
Kyocch	Brit. str.	1567	Oct. 20	Jardine, Matheson & Co.	Cebu	
Jacob Diederichsen	Ger. str.	710	Oct. 23	Calowitz & Co.	Shanghai	To-day
Kintook	Brit. str.	2312	Oct. 24	Dodwell, Carill & Co.	Swatow & Bangkok	To-morrow
Kong Beng	Brit. str.	887	Oct. 23	Yuen Fat Hong	Shanghai	To-day
Memmo	Brit. str.	825	Oct. 23	Butterfield & Swire	Poohow	To-morrow
Nanchang	Brit. str.	1052	Oct. 14	Butterfield & Swire	Yokohama	To-day
Nirabong	Brit. str.	2007	Oct. 14	Malchers & Co.	Hamburg	30th inst.
Oceana	Brit. str.	1028	Oct. 24	O. S. S. Co.	San Francisco	To-day
Oceanic	Brit. str.	2808	Oct. 24	O. S. S. Co.	Shanghai	To-day
Pakshat	Brit. str.	835	Oct. 24	Hop Hing Hong	Amoy	To-day
Polymenus	Brit. str.	1313	Oct. 24	Butterfield & Swire	Shanghai	To-day
Shedat Oabera	Brit. str.	816	Oct. 24	Telegraph Co.	Taiwan	To-morrow
Sialan	Brit. str.	3076	Oct. 18	Butterfield & Swire	Singapore	31st inst.
Szechuan	Brit. str.	2232	Oct. 12	O. M. S. N. Co.	Laid up	
Taiyang	Brit. str.	1805	Oct. 26	Jardine, Matheson & Co.	Shanghai	To-morrow
Taiyang	Brit. str.	1459	Oct. 26	Butterfield & Swire	Singapore	To-morrow
Takung	Brit. str.	977	Oct. 26	Jardine, Matheson & Co.	Taiwan	To-morrow
Thales	Brit. str.	819	Oct. 26	Douglas Steamship Co.	Singapore	To-morrow
Thales	Brit. str.	3058	Sept. 24	Laure, Wegener & Co.	Singapore	To-morrow
Wing	Brit. str.	3808	Oct. 24	Jardine, Matheson & Co.	Singapore	To-morrow
Yung Ching	Brit. str.	760	Aug. 12	O. M. S. N. Co.	Singapore	To-morrow

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Zeus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	en route
Albatross	despatch-vessel	1700	4	3180	Commander De Lisle	Chafon
Archon	cruiser 3rd class	1770	6	2200	Comd. Scott Rogers	Chempulpo
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Amoy
Centurion*	twin-screw battle ship	10,500	14	13,000	Captain J. M. McQuhae	Chefoo
Crescent	twin-screw cruiser 1st class	2700	13	10,000	Captain Frederick W. Fisher	Chefoo
Daphne	sloop	1140	8	1400	Commander MacArthur	Behring Sea
Edgar	twin-screw cruiser 1st class	2350	12	10,000	Capt. William B. Henderson	en route
Exeter	g-b. 3rd class coast defence gunboat 2nd class	363	3	340	Lt.-Com. R. C. B. Addington	Chafon
Firebrand	cruiser 2nd class	465	4	460	Lieut.-Com. L. G. Tufnell	Newchwang
Leander	cruiser 2nd class	4300	10	5500	Captain Count Metaxa	Chefoo
Leander	gun-vessel 2nd class	756	6	1050	Commander Barcroft	Tientsin
Marathon	twin-screw cruiser 3rd class	2950	6	5500	Captain R. B. Maconachie	en route
Mercury	cruiser 2nd class	3730	13	7300	Capt. Wilnot H. Fawkes	Chefoo
Panook	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Hankow
Pigeon	screw gunboat 1st class	755	6	720	Lieut.-Com. M. G. Cartwright	en route
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Chefoo
Plover	gunboat 1st class	755	6	1200	Hon. Lt.-Com. F. O. B. Addington	Behring Sea
Porpoise	cruiser 3rd class	1770	2	3500	Commander F. B. Pelly	Chafon
Rattler	gunboat 1st class	715	6	1900	Lieut.-Com. Hugh Cotesworth	Bangkok
Redbreast	screw gunboat 1st class	805	6	720	Lt.-Com. Robert H. J. Stewart	Hongkong
Redpoll	gunboat 1st class	805	6	1200	Lieut.-Com. O. G. May	Shanghai
Seymour	cruiser 2nd class	4050	12	6000	Captain Henderson	Chefoo
Spartan	twin-screw cruiser 2nd class	3600	8	7000	Captain Alfred L. Winsloe	en route
Swift	gun-vessel 2nd class	756	8	1010	Commander R. K. Macpherson	Singapore
Tweed	g-b. 3rd class coast defence gunboat	363	3	340	—	Hongkong
Undaunted	cruiser	5300	12	8500	Captain Hallifax	Hongkong
Victor Emanuel	roaming ship	5187	14	—	Commodore Boyes	Hongkong
Wolver	coast defence ship	2750	4	1450	Commander Ashe	Hongkong